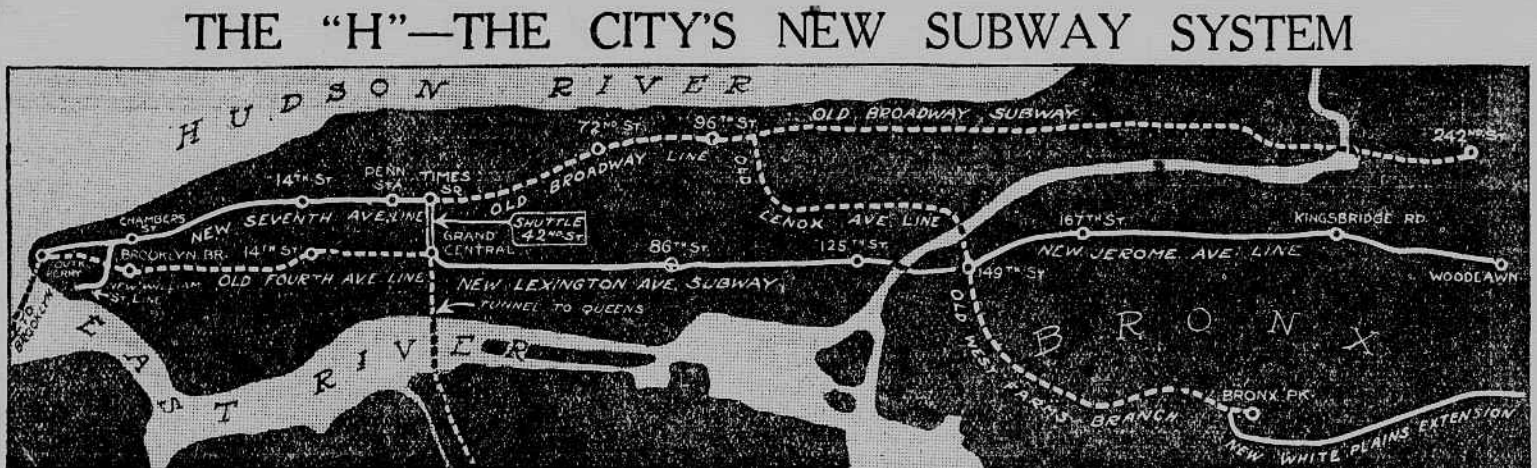


Fatter Knickerbocker Lost at Times Square As New Subway System Goes in Operation

Thousands Unable to Solve Complexities Presented by the "H" in 42nd Street, and as a Result Are Carried Far in Directions Opposite to Those They Wished to Go

Shonts Says Traffic Congestion in New York City Ten Years Hence Will Be Worse Than Now, Despite All the New Improvements and Facilities in Use



New York now has a double subway line traversing the city from north to south—the West Side, or Broadway line, and the East Side, or Lexington Avenue line. They are shown in the above map, with the link between them, across Forty-second Street, forming the cross-bar of the "H." Connection between the two lines will be made through the Forty-second Street shuttle.

The broken white lines indicate the old subway lines. The solid white lines show the new lines, parts of which have been in operation for several weeks, but are now joined with the old lines by the Forty-second Street shuttle to form a complete system. Only express stations are indicated on the map.

spired and fumed in their efforts to make their directions heard above the din of the hosts of inquirers. Their efforts were in large measure unavailing and hundreds merely roamed about the station in search of some kind of a train. Many gave it up and returned to the street—when they could find the way out.

People who wanted to go to the upper East Side and The Bronx could not be made to understand that they should take a shuttle train to the new Lexington Avenue station, and some of them found themselves at Brooklyn Bridge or other southern points on the old subway before they discovered their mistake. The reverse situation existed with many who desired to go uptown on the West Side, but could not solve the riddle of the shuttle service at Times Square.

Transit officials expect a good deal of confusion for a few days until passengers grasp the significance of the new routes and learn that a change from the old East Side to the new West Side line, to reach extreme points on either side of the city downtown, means a transfer at the new Grand Central diagonal stations and the use of the shuttle service.

Shonts's Gloomy Forecast

While the scramble was going on at Times Square President Shonts of the Interborough, speaking at the Astor Hotel, predicted that transit congestion would be worse ten years hence than it is now, despite the completion of the new subways. Although it was the biggest moment in the history of New York transportation, Mr. Shonts said, the increase and concentration of population in the city during the next ten years would mean a return of conditions on the transit lines worse than they are now.

"So the phenomenon of crowded cars," said Mr. Shonts, "is due to causes quite beyond the control of transit corporations. It is due to the growing concentration of people in great cities."

The Interborough president also made a plea for increased fares on the transit lines. He followed Oscar S. Straus, former chairman of the Public Service Commission, who said the question of six-cent fares was bound to come up for serious consideration soon, and that the city officials and members of the Public Service Commission should have the courage to grant the increase, provided the conditions of the companies warranted it, even though it were not a popular move politically.

Hylan as Motorman

Mayor Hylan, accompanied by other city officials; the Public Service Commissioners, Interborough officials, subway engineers and a large party of distinguished guests, made the first trip on the new lines which marked the opening of the "H" section. The special train of ten cars left the diagonal station at Grand Central at 8:45 p. m. It ran down through the old subway, made the loop at the Battery and then passed up the new Seventh Avenue line to Forty-second Street. Headed by the subway band, the official party marched from there to the Astor Hotel.

Mayor Hylan acted as motorman of the new train. Chairman Charles Buckley Hubbell of the Public Service Commission said afterward that if the Mayor managed and operated the various activities of the city, the government would be a model of efficiency as well as he operated the train, there could be no complaint from the citizens. Although the Mayor never was a motorman he at one time piloted a locomotive on the old B. R. T. elevated lines, and that experience may have helped him last night.

Before starting the train the Mayor pushed a signal button at the station which notified every other station on the new lines that the "H" section was in operation. A flashlight was then taken of the Mayor standing at the signal board. President Shonts, Chairman Hubbell and Frank Hedley, general manager of the Interborough, Chief Engineer Daniel L. Turner, of the Public Service Commission, and Chief Engineer George H. Pegram, of the Interborough, a few minutes before had walked down the track to the point of actual connection between the old and new lines and driven the last spike which linked them together.

Speakers at Exercises

The official party reached the Astor Hotel at about 9:30, a little behind the scheduled time. The speakers included Mayor Hylan, Mr. Straus, Mr. Shonts, Alfred E. Marling, president of the Chamber of Commerce; George McAneny, former president of the Board of Aldermen; William R. Wilcox, former chairman of the Public Service Commission, and Adolph S. Ochs.

After paying a high tribute to the ingenuity and work of Mr. Hedley for his part in making the new subway system possible, Chairman Hubbell introduced Mayor Hylan, who sat on the platform beside President Shonts. The Mayor said that he had never anticipated the pleasure of enjoying a ride on a subway and sitting beside President Shonts all in the same evening. He said the hands and the cheering crowd at the Astor made him think for a moment that he was back in the city campaign of last fall. When he reached the platform, however, and saw Commissioners Kraeck and Whitman there he realized that it was not true, he said.

The Mayor paid a high tribute to

the great engineering feat which had been consummated by the opening of the new lines. He said that although he had opposed some things that had been done in connection with the construction of the new subways, he was glad to be the chief magistrate of the city at a time when one of the most important sections of the new transit line was opened up.

"I am sure the people of the city will be glad to know to-morrow that the service on both the West Side and East Side subways has become a fact," said the Mayor. "I have opposed from time to time some of the things that have been done in connection with subway construction. I opposed the present dual subway contracts because I believed they would not be the best thing for the people of the city, but others in control thought differently, and they prevailed."

"I have sometimes thought that the transit corporations have been shortsighted. The people put their money in the construction of these subways, and they are entitled to the best possible service. I am glad, however, to be the chief magistrate of the city at a time when this most important link in the new transit system is opened up."

Commissioner Hubbell introduced former Chairman Straus as "the wizard of conciliators." Mr. Straus said the "H" did not stand for what some people might believe it to be, but that it had been so called because it was opened in the administration of Mayor Hylan.

Prediction by Shonts

President Shonts followed Mr. Straus. Referring to transit conditions to be expected in 1928, the speaker said: "This day marks a most important chapter in the marvelous story of New York City's rapid transit. But, much as has been accomplished and stupendous as are the figures by which we attempt to tell the story of New York's traveling hosts, the end of our undertaking is not even in sight."

In ten years there is every reason to believe the city will have increased to a point which will make the traffic congestion of 1928 greater than that of 1918. History will repeat itself. Following every increase of transit facilities in New York has come added population and greater congestion. Improved facilities are one of the causes of the city's rapid growth. If population stood still we could catch up to its demands. But it does not stand still."

In regard to increased fares Mr. Shonts said:

"But the war has changed all these calculations. In place of earning the returns indicated large deficits have arisen and larger ones are in sight. How shall this situation be met? We contend that it is an emergency and should be treated as an emergency and not by a method which will leave permanent effect upon business, upon consequent movement of population and upon property."

Two Methods Presented

"These deficits can be met in only one of two ways—either by a higher fare, throwing the burden upon the people who actually get the benefit of the increased service, or by taxation, which will fall upon the already overburdened real estate owners, which will result in increased rents, increased grocers' bills and increased cost of living generally to all the people who work and spend their incomes in New York. Whereas if it is met by higher fares not only would it fall upon those citizens of New York who receive the benefit of the service, but also upon 300,000 daily visitors to the city, who pay 500,000 fares a day and who do not live in New York and do not help pay her taxes."

"So while the proposition of increased fares in the city aroused opposition at first, I cannot help but believe that serious thought will convince every unprejudiced student of the question it is fundamentally better for the interests of the city that the situation which now confronts us, and which is of a very serious and critical nature, should be met by increased fares rather than by taxation."

How to Reach Your Destination on New "H" Subway Lines

The opening of the Lexington Avenue subway last night having completed the transformation of New York's old subway system, which was shaped like the crank of a Ford, into the new "H" system, the Public Service Commission has issued a pamphlet to instruct a public accustomed to the crank to the intelligent use of the "H." The two uprights of the "H" are known as the West Side subway and the East Side subway, while the crankshaft of the old subway from the Grand Central station to Times Square forms the crossbar of the "H."

A shuttle service will be operated along the crossbar while through trains will run along the uprights of the "H." The right-hand upright or East Side subway is composed of the old subway from the Battery and Atlantic Avenue, Brooklyn, terminals to the Grand Central station and the Lexington Avenue extension to the northward.

The station used at the junction is not the old Grand Central express sta-

tion, but a new one known as the Diagonal Station, which is on a lower level. The old one will be used solely for the shuttle service to Times Square.

North of the new Grand Central station, the East Side subway turns into Lexington Avenue, continuing to and under the Harlem River into the Bronx, with express stations at Eighty-sixth Street and at 125th Street and local stations as follows: Fifty-first Street, Fifty-ninth Street, Sixty-eighth Street, Hunter College, Seventy-seventh Street, Ninety-sixth Street, 104th Street, 110th Street and 116th Street.

Near 135th Street the line forks to form the Jerome Avenue branch and the Pelham Bay Park branch, but the point of transfer for trains on these two branches on the East Side subway is at the 125th Street station, the equivalent in this respect of the situation existing as to the Broadway and Lenox Avenue branches at Ninety-sixth Street on the old subway. The West Farms trains in the East Side subway will continue up Jerome Avenue to 149th Street, where they are to be diverted to the West Farms branch.

Most of the West Farms trains carrying passengers for that branch and for the White Plains Road extension will use this route; the rest will be operated over the West Side subway. The Pelham Bay Park branch is only partly finished, its completion having been delayed by governmental demands for labor and material.

If you take a subway train on the Jerome Avenue branch (elevated railroad) trains also will be operated over

this line above 162d Street) it will convey you down through the new Lexington Avenue subway to Forty-second Street and thence direct, via the old subway, to the Battery or to Brooklyn.

If you take a subway train on the West Farms branch (elevated trains are operated over a part of this line) designated for the East Side subway, it will leave this branch at Mott Avenue-149th Street and proceed southbound as indicated in the preceding paragraph.

For the present, the Pelham Bay Park branch will be operated only to and from the Third Avenue station. Service on this branch will proceed through the new Lexington Avenue subway and go on downtown via the old subway. The first station reached on the main line, after leaving Third Avenue station, is 125th Street, the point of change for Jerome Avenue and West Farms branches.

If you wish to go from East Side subway to the Queensboro subway, transfer at Grand Central station to Queensboro train on the lower level.

If you take a train on the old subway in Brooklyn or at the Battery or other stations in Manhattan, it will convey you uptown through the old subway, south of Forty-second Street, then through the new Lexington Avenue subway, and, accordingly as the train is designated, to one of three branches in the Bronx—the Jerome Avenue branch, to the West Farms branch (West Side subway) and the Pelham Bay Park branch.

If you take a train designated for

the wrong branch, change cars at 125th Street.

If you wish to go from East Side subway to the Queensboro subway, change at Grand Central Station to Queensboro train, lower level.

If you wish to transfer to the Third Avenue elevated railroad, transfer from West Farms branch at 149th Street and Third Avenue.

If you desire to reach a point on the West Side subway, transfer to shuttle at Grand Central Station, and retransfer, at Times Square southbound, for points on new Seventh Avenue subway and northbound, for points on old subway north of Forty-second Street.

The left-hand upright of the "H" or West Side subway consists of the old Broadway and Lenox Avenue lines from Times Square northward and the new Seventh Avenue subway, which joins the old subway just north of a new Times Square express station, which replaces the old Times Square local station close by.

North of Times Square, the stations are the old ones to which the public has become accustomed. South from Times Square on the Seventh Avenue subway the first station reached is the Pennsylvania express station, between which and the Times Square station shuttle trains have been in operation for more than a year. Other express stations are at Fourteenth Street and at Chambers Street.

Local West Side Stations

The local stations are Twenty-eighth Street, Twenty-third Street, Eighteenth Street, Christopher Street-Sheridan

Square, Houston Street, Canal Street, Franklin Street and Cortlandt Street, Rector Street and City Hall (going to the Battery) and Park Place, Fulton Street and Wall Street (on the Brooklyn branch).

If you take a train on the Broadway branch, West Side subway, it will convey you down through the old subway to Forty-second Street, thence direct down Seventh Avenue, Varick Street, West Broadway and Greenwich Street to the Battery or through the Park Place-William Street branch to Wall Street.

If you wish to go to Brooklyn or to any point on the old subway south of Forty-second Street, transfer from the West Side subway at Times Square to the shuttle service across Forty-second Street and retransfer at Grand Central Station, southbound, to train designated properly for destination you wish to reach.

If you wish to go from the West Side subway to the new Lexington Avenue subway, north of Forty-second Street, or to its Pelham Bay Park branch, transfer to the shuttle train at Times Square and retransfer, northbound, at Grand Central Station, to train properly designated for destination you wish to reach.

If you wish to go from the West Side subway to the Queensboro subway, transfer to the shuttle train at Times Square, and retransfer at Grand Central Station to the Queensboro subway train on the lower level.

West Farms Train

About half the trains on the Lenox Avenue-West Farms branch will be routed through the West Side subway, similar to present operation. (From Mott Avenue or stations further east on this branch the most direct way to reach points on the new Lexington Avenue subway or on the old subway south of Forty-second Street, or on the old subway in Brooklyn, is to take an East Side subway train direct.)

Such trains will be switched from the West Farms branch at Mott Avenue and 149th Street and proceed directly downtown through the East Side subway.

If you take a train on the Seventh Avenue subway with Brooklyn as your destination it will be necessary to go to Times Square, change to a shuttle train and transfer again at the Grand Central Station to a southbound train properly designated for your destination. For points in Manhattan south of the City Hall, east and west side subways offer practically the same facilities.

Going uptown, if you take a train on either the Park Place, William Street or Battery branches of the Seventh Avenue subway, on the main line of the Seventh Avenue subway or north of Times Square on the old subway, it will take you up the Broadway or West Farms branch, according to which train you take. From the West Farms branch access may be had as heretofore at Mott Avenue and 149th Street to trains on the Jerome Avenue branch of the East Side subway to trains of the Third Avenue elevated line at Third Avenue and 149th Street and to trains of the White Plains Road extension at 177th Street.

All passengers who can avoid doing so are urged not to transfer from one upright of the "H" the other, but to utilize through train service to the utmost in the interest of efficient service.

Osborn Opens Office in Utica; Tammany Uneasy

The Candidate's Resources and Women's Activity for Him Worrying Murphy

William Church Osborn's candidacy in the Democratic primaries for the nomination for Governor no longer is regarded as a joke in Tammany Hall. Tammany men yesterday awoke to the fact that Mr. Osborn is going to spend money and time in his campaign up the state, where "Al" Smith, because of his being second to Murphy in the Hall leadership, is under suspicion.

Mr. Osborn left town yesterday afternoon for Utica, where he will open a state headquarters to-day, with a staff of workers familiar with upstate conditions. The Osborn lieutenants will pay particular attention to the woman vote. About four-fifths of the signers of the Osborn petitions are women. At his headquarters in the Hotel Manhattan yesterday it was said that Democratic women all over the state are showing unusual interest in the candidacy of Mr. Osborn.

Whitman Indorsed in Putnam and Richmond

W. W. Cocks, chairman of the Whitman Campaign Committee, said yesterday that the Putnam and Richmond County organizations have indorsed the Whitman state ticket. In Putnam County ex-Assemblyman John R. Yale has been indorsed for state committee-man.

The Women's Kings County Whitman Committee, comprising every enrolled Republican woman voter in Brooklyn, Mr. William C. Beecher is chairman of the organization. The support of the Governor is urged for these reasons:

He vetoed Elton R. Brown's labor bills.

He has improved to a marked degree the administration of the charitable and penal institutions of the state.

He has backed every measure that protects and dignifies womanhood; signed the widows' pension bill; indorsed woman suffrage; provided for rural nurses, and materially broadened the scope of the workmen's compensation act.

He is the only New York Governor who ever has thrown his strength and influence into the fight against the liquor traffic.

He fought the return of the old, boss-controlled state convention.

At the Lewis headquarters in the Murray Hill Hotel it was said yesterday that the Attorney General, who was hurt in an automobile accident while on his way to the Republican State Convention in Saratoga on July 17, would be in town to-day to confer with his lieutenants. Mr. Lewis is on crutches, but, aside from soreness in his right side, is feeling well. There are two or three vacant places on the Lewis state ticket. Some of them will be filled.

More Candidates Get Indorsement By Republicans

Thomas Rock and Walter M. Chandler Backed for Congress Seats

After a conference yesterday of various Assembly District leaders interested in it was announced at the headquarters of the Republican County Committee that the county organization had indorsed the candidacies of the following: Thomas Rock, Congress 16th District; Walter M. Chandler, Congress 19th District.

There are so many candidates for Congressman in the new 21st District that it is a "free-for-all" race. John A. Bolles, Max S. Grifenhagen, Martin C. Ansorge, Andrew B. Humphreys, Reverdy C. Ransom and Dr. Hayes are all candidates. The two last named are negro Republicans. In the 22d Congressional District, hopelessly Democratic, Sadie Karst has been indorsed by the Republicans.


For State Senator—12th District, Michael R. Matteo; 14th, Bernard Downing, also nominated by Tammany; 16th, Joseph Pabian; 17th, Schuyler M. Meyer; 18th, Albert Ottlinger; 19th, William Dugan. In the 20th Senatorial District Harold C. Mitchell is being backed by the McKee faction and Ward V. Tolbert by the supporters of Collin H. Woodward.

John Goode is indorsed by the county organization for Municipal Court justice.

For Assemblyman—First District, Miss Jennie Cohen; 6th, Solomon Ullman; 7th, Abraham Ellenbogen; 11th, William C. Amos; 12th, Oscar E. Witte; 13th, Carroll Brewster; 15th, Joseph Steinberg; 16th, Max Lazarus; 20th, Henry J. Cushman; 21st, Hyman Pouker; 23d, George N. Jesse.

The Queens County Republican organization yesterday started circulating petitions for the following candidates:

Justice of the Supreme Court, Leander B. Faber, of Queens, and Norman S. Dike, of Brooklyn; Congress, Charles Hantusch, of Ridgewood; County Clerk, Mrs. David Rodger, of Richmond Hill; Sheriff, Peter Campbell, Long Island City; State Senate, Edwin C. Morach, 2d District, and David Ogden, 3d District; Assembly, First District, Frank Vareck; 2d, Charles Kostor; 4th, Frank Hopkins; 5th, Joseph Case; 6th, Edward McFarlane.



Profits and Prices

Profits may be considered from two angles:

- 1st—Their effect on prices;
- 2nd—As a return to investors.


When profits are small as compared with sales, they have little effect on prices.

Swift & Company's profits are only a fraction of a cent per pound on all products sold, and if eliminated entirely would have practically no effect on prices.

Swift & Company paid 10 per cent dividends to over 20,000 stockholders out of its 1917 profits. It also had to build extensions and improvements out of profits; to finance large stocks of goods made necessary by unprecedented requirements of the United States and Allied Governments; and to provide protection against the day of declining markets.

Is it fair to call this profiteering?

Swift & Company, U. S. A.



The New Religion on The Battlefront

The democratizing influence of war is causing the churches to lose many of their old-time dogmas.

Face to face with the hell of battle, the soldier evolves his own ideas about religion and hope of eternal life.

And these battle-born beliefs are deeply impressive, as the chaplains of every creed at the front are beginning to appreciate.

The probable effect after the war of this religious revolution among millions of returning soldiers is the theme of a wonderfully interesting article by William T. Ellis, which you will not want to miss in the next

Sunday Tribune

Speak EARLY for Your Copy